

Braintree LCWIP Refresh



Context

We are excited to share that Essex County Council (ECC) is currently working on the refresh of the Braintree Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are part of the government's Cycling and Walking Investment Strategy, aiming to strategically identify essential improvements for cycling and walking in our local area. Your valuable input and feedback during this process will help shape a more bike and pedestrian-friendly community for everyone to enjoy!

Since the original Braintree LCWIP was developed, there have been many developments in active travel at both the national and county level such as:

- New funding opportunities for the delivery of LCWIP networks such as the Active Travel Fund.
- New cycle infrastructure design guidance has been published (LTN 1/20).
- A new national active travel strategy has been published (Gear Change: a bold vision for cycling and walking).
- Post-pandemic working practices and changing travel behaviours.

Within Essex itself there have been design changes and consultation periods since the original alignments were identified. Furthermore, Local Plans have evolved, and trip patterns have changed as a result of the pandemic and wider changes in retail and commuting.

The network plans presented as part of this consultation were developed following the stages outlined here.

Policy Review & Data Analysis

The first stage of the refresh involved revisiting previous design documents and relevant policies to ensure they align with the latest growth ambitions and national guidance, including Braintree Districts Local Plan and Braintree's Cycling Action Plan. To identify areas with the highest demand for walking and cycling trips, we conducted a comprehensive origin and destination analysis. The results were visually represented through a heat map, which highlights the locations with the greatest potential for improvement in the network.

Our analysis incorporated the most up-to-date datasets for the area, taking into account any future employment and housing developments. This effort was undertaken to create a plan that caters to the needs of the community and promotes sustainable and active transportation options for all.

Network Planning

Using the background data collected a series of core walking zones (CWZs) and a walking and cycling network was developed that:

- § Filled gaps in the existing network / infrastructure.
- § Served key desire lines as identified by origin-destination analysis.
- § Included any networks developed through local guidance or transport plans.

We have established a primary network that focuses on links with high forecasted cycle flows to meet the greatest demand. Additionally, we have incorporated secondary routes to enhance overall network connectivity, ensuring that the entire community benefits from this improved walking and cycling infrastructure.

Stakeholder Workshop

On 11th January 2023, an online stakeholder engagement session was held for the draft network plans for cycling and walking, including the CWZs to identify any issues and opportunities for the routes along with any preferred alternate alignments. The workshop captured **87 comments** from **17 respondents** across **5 organisations**.

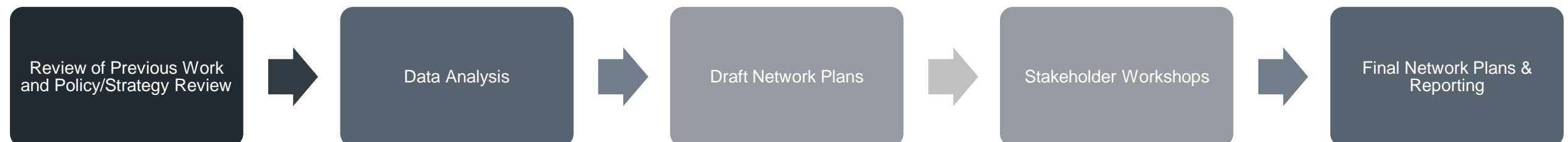
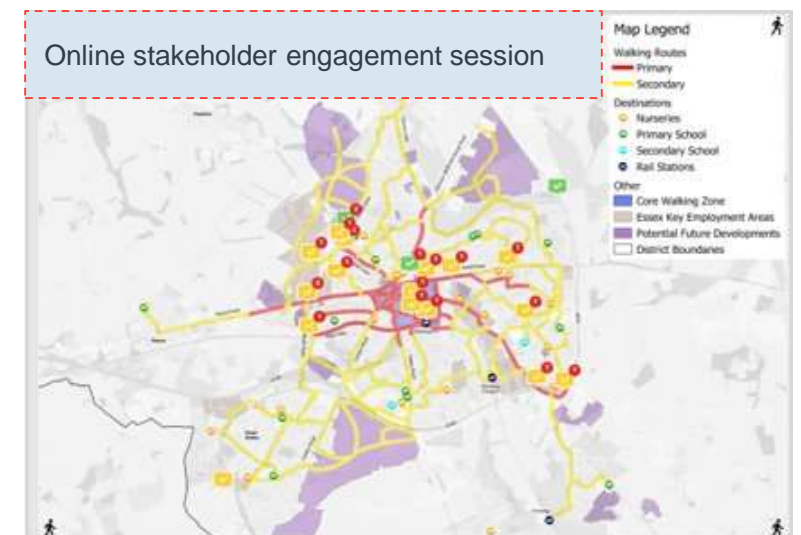
The comments received were categorised and are summarised below:

- § Prioritise which corridors should be delivered.
- § Create/extend routes to join with key amenities such as bus stations and hospitals.
- § Safety of the areas of Springwood, Cressing Road and Cunnington Road. Lighting improvements are required to implement the desired walking/cycling routes.
- § Wayfinding comments regarding uncertainty of routes to key amenities such as Great Notley Park.
- § routinely maintained.

- § Create/extend routes to join with key amenities and existing routes.
- § Local knowledge regarding safety and practicality of routes, alternatives have been provided.

Final Plans for Consultation

Once all stakeholder comments were received, the comments were logged and reviewed. Where comments included reasonable suggestions for changes to the networks, final walking and cycle network plans were produced. These are now ready for comment on [our](#) interactive map, we look forward to hearing your thoughts.



Brentwood/Shenfield LCWIP



Context

We are excited to share that Essex County Council (ECC) is currently working on the development of the Brentwood/Shenfield Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are part of the government's Cycling and Walking Investment Strategy, aiming to strategically identify essential improvements for cycling and walking in our local area. Your valuable input and feedback during this process will help shape a more bike and pedestrian-friendly community for everyone to enjoy!

The Brentwood/Shenfield LCWIP reflects current best practices and recent developments to ensure it is fit for purpose for the next three to four years.

The network plans presented as part of this consultation were developed following the stages outlined here.

Policy Review & Data Analysis

The first stage of the Brentwood/Shenfield LCWIP involved revisiting previous design documents and relevant policies to ensure they align with the latest growth ambitions and national guidance.

To identify areas with the highest demand for walking and cycling trips, we conducted a comprehensive origin and destination analysis. The results were visually represented through a heat map, which highlights the locations with the greatest potential for improvement in the network.

Our analysis incorporated the most up-to-date datasets for the area, taking into account any future employment and housing developments. This effort was undertaken to create a plan that caters to the needs of the community and promotes sustainable and active transportation options for all.

Network Planning

Using the background data collected, a series of core walking zones (CWZs) and a walking and cycling network was developed that:

- § Filled gaps in the existing network / infrastructure.
- § Served key desire lines as identified by origin-destination analysis.
- § Included any networks developed through local guidance or transport plans.

We have established a primary network that focuses on links with high forecasted cycle flows to meet the greatest demand. Additionally, we have incorporated secondary routes to enhance overall network connectivity, ensuring that the entire community benefits from this improved walking and cycling infrastructure.

Stakeholder Workshop

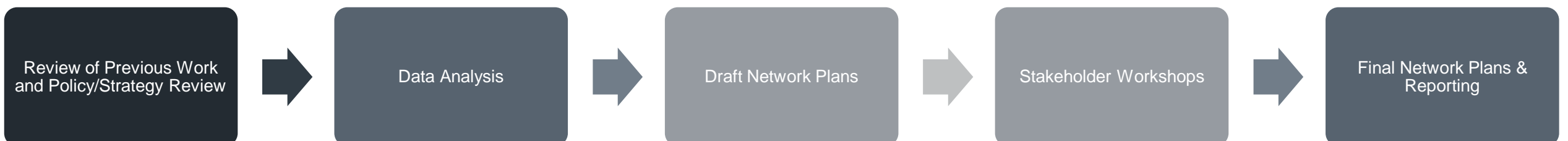
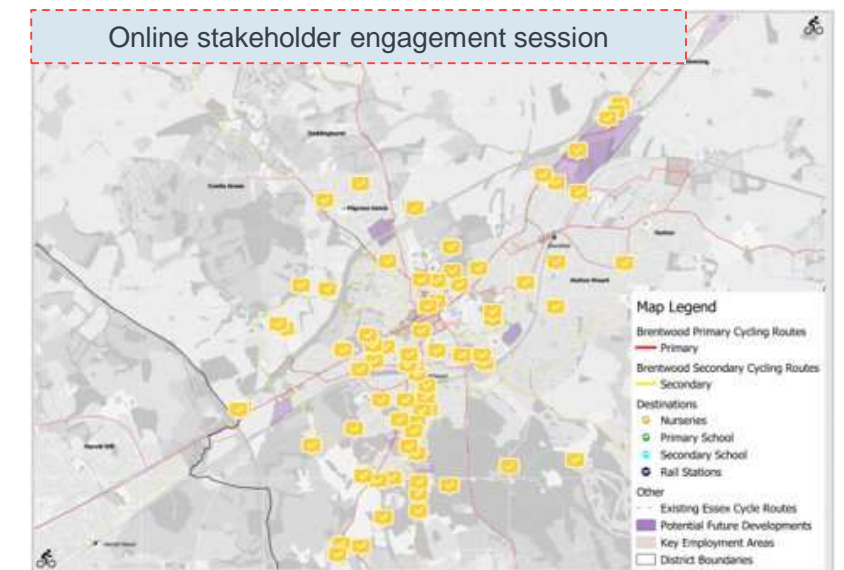
On 1st February 2023, an online stakeholder engagement session was held for the draft network plans for cycling and walking, including the CWZs to identify any issues and opportunities for the routes along with any preferred alternate alignments. The consultation attracted **15 respondents** and **106 comments** from **7 organisations**.

The comments received were categorised and are summarised below:

- § Prioritise which corridors should be delivered.
- § Existing cycle infrastructure and facilities needs be routinely maintained.
- § Create/extend routes to join with key amenities and existing routes.
- § Local knowledge regarding safety and practicality of routes, alternatives have been provided.

Final Plans for Consultation

Once all stakeholder comments were received, the comments were logged and reviewed. Where comments included reasonable suggestions for changes to the networks, final walking and cycle network plans were produced. These are now ready for comment on our interactive map, we look forward to hearing your thoughts.



Chelmsford LCWIP Refresh



Context

We are excited to share that Essex County Council (ECC) is currently working on the refresh of the Chelmsford Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are part of the government's Cycling and Walking Investment Strategy, aiming to strategically identify essential improvements for cycling and walking in our local area. Your valuable input and feedback during this process will help shape a more bike and pedestrian-friendly community for everyone to enjoy!

Since the original Chelmsford LCWIP was developed, there have been many developments in active travel at both the national and county level such as:

- New funding opportunities for the delivery of LCWIP networks such as the Active Travel Fund.
- New cycle infrastructure design guidance has been published (LTN 1/20).
- A new national active travel strategy has been published (Gear Change: a bold vision for cycling and walking).
- Post-pandemic working practices and changing travel behaviours.

Within Essex itself there have been design changes and consultation periods since the original alignments were identified. Furthermore, Local Plans have evolved, and trip patterns have changed as a result of the pandemic and wider changes in retail and commuting.

The network plans presented as part of this consultation were developed following the stages outlined here.

Policy Review & Data Analysis

The first stage of the refresh involved revisiting previous design documents and relevant policies to ensure they align with the latest growth ambitions and national guidance. To identify areas with the highest demand for walking and cycling trips, we conducted a comprehensive origin and destination analysis. The results were visually represented through a heat map, which highlights the locations with the greatest potential for improvement in the network.

Our analysis incorporated the most up-to-date datasets for the area, considering any future employment and housing developments. This effort was undertaken to create a plan that caters to the needs of the community and promotes sustainable and active transportation options for all.

Network Planning

Using the background data collected a series of core walking zones (CWZs) and a walking and cycling network was developed that:

- § Filled gaps in the existing network / infrastructure.
- § Served key desire lines as identified by origin-destination analysis.
- § Included any networks developed through local guidance or transport plans.

We have established a primary network that focuses on links with high forecasted cycle flows to meet the greatest demand. Additionally, we have incorporated secondary routes to enhance overall network connectivity, ensuring that the entire community benefits from this improved walking and cycling infrastructure.

Stakeholder Workshop

On 2nd February 2023 an online stakeholder workshop was facilitated with Chelmsford Officers and selected stakeholders to gather feedback on the draft walking and cycle network plans, including the CWZs. This was an opportunity to identify issues and opportunities for routes as well as any preferred alternative alignments. The consultation attracted **16 respondents** and **309 comments** from **9 organisations**.

The comments received were categorised and are summarised below:

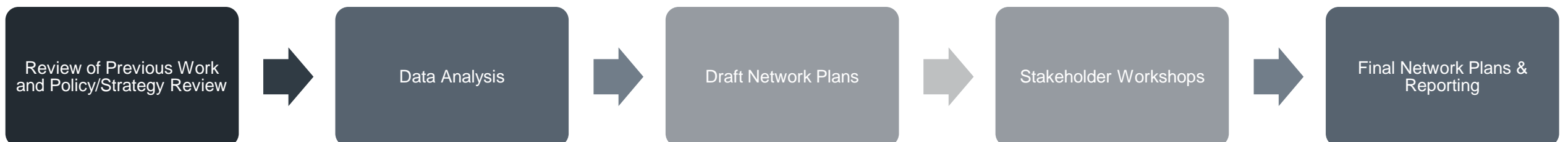
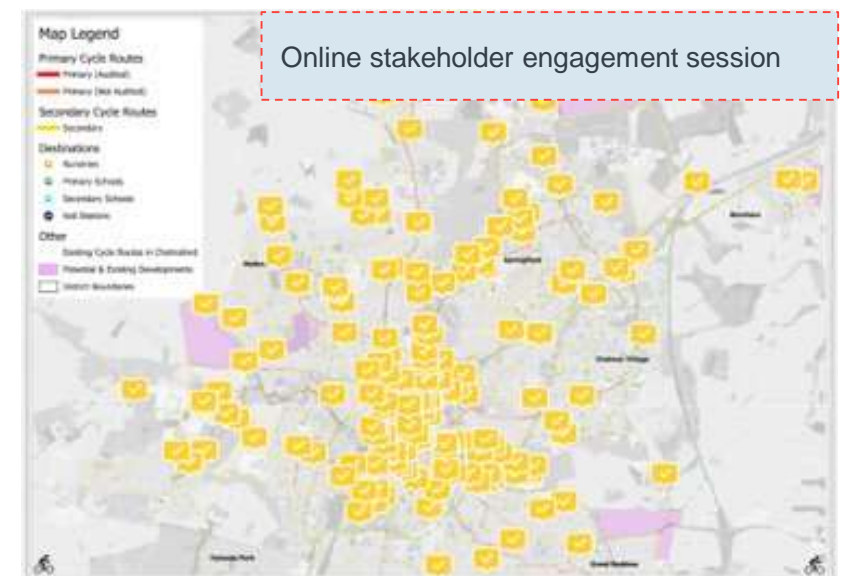
- Evaluate walking/cycling infrastructure for future development sites, considering planning permissions and conditions.
- prioritise corridors based on funding/resources, potential short/medium/long-term classifications.
- Connect routes to key amenities like Hyland's Park and existing pathways.
- Consider local input on route safety/practicality and explore alternatives.
- Highlight the significance of adding routes in Chelmer Village,

extending to town centre.

- Out of scope comments (maintenance/planning) logged by ECC.

Final Plans for Consultation

Once all stakeholder comments were received, the comments were logged and reviewed. Where comments included reasonable suggestions for changes to the networks, final walking and cycle network plans were produced. These are now ready for comment on our interactive map, we look forward to hearing your thoughts.



Colchester LCWIP Refresh



Context

We are excited to share that Essex County Council (ECC) is currently working on the refresh of the Colchester Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are part of the government's Cycling and Walking Investment Strategy, aiming to strategically identify essential improvements for cycling and walking in our local area. Your valuable input and feedback during this process will help shape a more bike and pedestrian-friendly community for everyone to enjoy!

Since the original Colchester LCWIP was developed, there have been many developments in active travel at both the national and county level such as:

- New funding opportunities for the delivery of LCWIP networks such as the Active Travel Fund.
- New cycle infrastructure design guidance has been published (LTN 1/20).
- A new national active travel strategy has been published (Gear Change: a bold vision for cycling and walking).
- Post-pandemic working practices and changing travel behaviours.

Within Essex itself there have been design changes and consultation periods since the original alignments were identified. Furthermore, Local Plans have evolved, and trip patterns have changed as a result of the pandemic and wider changes in retail and commuting.

The network plans presented as part of this consultation were developed following the stages outlined here.

Policy Review & Data Analysis

The first stage of the refresh involved revisiting previous design documents and relevant policies to ensure they align with the latest growth ambitions and national guidance. To identify areas with the highest demand for walking and cycling trips, we conducted a comprehensive origin and destination analysis. The results were visually represented through a heat map, which highlights the locations with the greatest potential for improvement in the network.

Our analysis incorporated the most up-to-date datasets for the area, taking into account any future employment and housing developments. This effort was undertaken to create a plan that caters to the needs of the community and promotes sustainable and active transportation options for all.

Network Planning

Using the background data collected a series of core walking zones (CWZs) and a walking and cycling network was developed that:

- § Filled gaps in the existing network / infrastructure.
- § Served key desire lines as identified by origin-destination analysis.
- § Included any networks developed through local guidance or transport plans.

We have established a primary network that focuses on links with high forecasted cycle flows to meet the greatest demand. Additionally, we have incorporated secondary routes to enhance overall network connectivity, ensuring that the entire community benefits from this improved walking and cycling infrastructure.

Stakeholder Workshop

On 27th January 2023 an online stakeholder workshop was facilitated with Colchester Officers and selected stakeholders to gather feedback on the draft walking and cycle network plans, including the CWZs. This was an opportunity to identify issues and opportunities for routes as well as any preferred alternative alignments.

The consultation attracted **15 respondents** and **242 comments** from **8 organisations**. The comments received were categorised and are summarised below:

- Evaluate walking/cycling infrastructure for current/future development sites, considering planning permissions and conditions.
- prioritise corridors (primary and secondary) based on funding/resources, with short, medium, and long-term classifications.
- Maintain existing cycle infrastructure and facilities regularly.
- Connect routes to key amenities and existing pathways.

- Consider local input on route safety/practicality, explore alternatives.
- Log out-of-scope comments (maintenance/planning) by ECC.

Final Plans for Consultation

Once all stakeholder comments were received, the comments were logged and reviewed. Where comments included reasonable suggestions for changes to the networks, final walking and cycle network plans were produced. These are now ready for comment on our interactive map, we look forward to hearing your thoughts.

